

Department of Homeland Security

Department of Homeland Security - FEMA

FY 2008 Intercity Bus Security Grant Program (IBSGP) Modification 1

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Funding Opportunity Number:	DHS-08-GDA-057-1804
Opportunity Category:	Discretionary
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Original Closing Date for Applications:	Mar 17, 2008 Completed applications must be submitted to grants.gov no later than March 17, 2008, 11:59 PM EST.
Current Closing Date for Applications:	Mar 17, 2008 Completed applications must be submitted to grants.gov no later than March 17, 2008, 11:59 PM EST.
Archive Date:	Apr 16, 2008
Funding Instrument Type:	Grant
Category of Funding Activity:	Other (see text field entitled "Explanation of Other Category of Funding Activity" for clarification)
Category Explanation:	Homeland Security – Preparedness
Expected Number of Awards:	
Estimated Total Program Funding:	\$11,172,250
Award Ceiling:	
Award Floor:	\$0
CFDA Number:	97.057 -- Intercity Bus Security Grants
Cost Sharing or Matching Requirement:	Yes

Eligible Applicants

The Consolidated Appropriations Act of 2008 provides discretionary funds for a grant program to address security enhancements for fixed route intercity and charter bus transportation services. Per PL 110-53, the only eligible grantees for the FY 2008 IBSGP are private operators providing transportation by an over-the-road bus. Minimum Eligibility Requirements: Eligibility for funding under both tiers is limited to applicants meeting one or both of the following criteria:

- Operate fixed route intercity bus transportation providing services to a defined Urban Areas Security Initiative (UASI) jurisdiction.
- Operate a charter bus service using over-the-road buses and provide a minimum of 50 trips annually to one or more defined UASI jurisdictions.

The following definitions are applicable for the purpose of meeting FY 2008 program eligibility requirements:

- Fixed route, intercity bus service is defined as passenger transportation service provided to the general public for compensation over specified, predetermined, and published routes between cities or terminals using over-the-road-buses.
- Charter bus service is defined as a bus service that operates neither over fixed

routes nor on regular schedules. A charter bus service is characterized by the rental of a bus and the services of a driver to a person or group where all passengers embark and disembark at the same point. A charter bus service must use over-the-road buses. • An over-the-road bus is defined as a vehicle designated for long-distance transportation of passengers, characterized by integral construction with an elevated passenger deck located over a baggage compartment and at least 35 feet in length with a capacity of more than 30 passengers. • An Urban Area Security Initiative (UASI) jurisdiction is defined in the Homeland Security Grant Program (HSGP) FY 2008 Program Guidance and Application Kit. Please see: <http://www.fema.gov/grants>. • A Trip is defined as a single bus journey from an embarkation point to the furthest destination in that journey. For example, a trip from New York City to Denver to San Francisco would be considered a single trip. A trip is made to a defined UASI jurisdictions if at any point in the trip the bus stops in a UASI jurisdiction and embarks or disembarks passengers. For example, a trip from Newburgh, NY to Manhattan to Charleston, WV is a trip to a defined UASI jurisdiction if passengers embark or disembark in Manhattan. Note: Intracity bus service is not eligible for funding under the FY 2008 IBSGP. Funding for intracity bus security is being addressed through the FY 2008 Transit Security Grant Program.

Description

Cost sharing or match requirement: Yes. The maximum Federal share of any project supported through IBSGP is 75 percent. Therefore, grantees are required to provide non-Federal funding (cash or in-kind) of at least 25 percent of approved project costs for the FY 2008 IBSGP. For example, if the total project cost is \$100,000, the maximum the DHS grant award would be is \$75,000 with the grantee required to provide the remaining 25 percent, or \$25,000, of the project cost. Floor, if any, on amount of individual award: For Tier I applicants, the minimum amount that may be requested for projects focused on training and/or exercises is \$50,000. There is no minimum amount for vulnerability assessment or security plan development. The minimum amount that may be requested for other projects is \$100,000. For Tier II applicants, the minimum amount that may be requested for projects focused on training and/or exercises is \$5,000. There is no minimum amount for vulnerability assessments or security plan development. The minimum amount that may be requested for other projects is \$25,000. The purpose of the FY 2008 IBSGP is to create a sustainable program for the protection of intercity bus systems and the traveling public from terrorism, especially explosives and non-conventional threats that would cause major loss of life and severe disruption. Public Law 110-53 outlines several uses of funds for over-the-road bus security assistance in section 1532 (b), which are all eligible costs under the FY 2008 IBSGP. Those uses of funds are listed below in prioritized order for funding consideration for the FY 2008 IBSGP: • Development of assessments or security plans • Operating and capital costs associated with over-the-road bus security awareness, preparedness, and response training, including training for front-line employees for potential security threats and conditions (must be DHS-approved training courses) • Live or simulated exercises for the purpose of assessing and improving the capabilities of entities to prevent, prepare for, mitigate, respond to, and recover from acts of terrorism (must be DHS-approved training courses) • Public awareness campaigns for enhanced over-the-road bus security (must be DHS-approved) •

Operational costs to hire, train, and employ police and security officers, including canine units, assigned to full-time security or counterterrorism duties related to over-the-road bus transportation, including reimbursement of State, local, and tribal government costs for such personnel• Modifying over-the-road buses to increase their security• Installing cameras and video surveillance equipment on over-the-road buses and at terminals, garages, and over-the-road bus facilities• Constructing and modifying terminals, garages, and facilities, including terminals and other over-the-road bus facilities owned by State or local governments, to increase their security• Establishing and improving an emergency communications system linking drivers and over-the-road buses to the recipient's operations center or linking the operations center to law enforcement and emergency personnel.• Implementing and operating passenger screening programs for weapons and explosives• Protecting or isolating the driver of an over-the-road bus• Chemical, biological, radiological, or explosive detection, including canine patrols for such detection• Acquiring, upgrading, installing, or operating equipment, software, or accessorial services for collection, storage, or exchange of passenger and driver information through ticketing systems or other means and for information links with government agencies, for security purposes• Overtime reimbursement, including reimbursement of State, local, and tribal governments for costs, for enhanced security personnel assigned to duties related to over-the-road bus security during periods of high or severe threat levels, National Special Security Events, or other periods of heightened security as determined by the Secretary of DHS Note: As in FY 2007, the program will continue to de-emphasize the procurement of closed-circuit television cameras (CCTV) for vehicles as a deterrent to terrorism. Video systems with the capability to stream live video to first responders, however, are encouraged. Allowable Expenses: Specific investments made in support of the funding priorities discussed above generally fall into one of seven categories. FY 2008 IBSGP allowable costs are therefore divided into the following seven categories (not listed in any particular priority): 1. Facility Security Enhancements2. Vehicle/Driver Security Enhancements3. Passenger Screening4. Training5. Exercises6. Development of Vulnerability Assessments/Security Plans7. Management and Administration

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